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enter these claims as amended.

Listing of Claims:

1. (Currently Amended) An aircraft engagement assembly comprising:

a frame, said frame defining a floor;

a first floor panel pivotedly associated with said frame for rotation about a generally horizontal first axis, said first floor panel defining a first floor surface;

a second floor panel ~~pivotably~~ associated with said first floor panel for travel generally along a direction of travel orthogonal to said ~~first~~ horizontal first axis, said second floor panel defining a second floor surface; and

a belt member disposed over an upper surface of said second floor panel, said belt member being configured for sliding displacement over said upper surface responsive to a displacement of said second floor panel relative to said first floor panel, wherein said belt member forms a length adjustable second floor surface disposed proximate said first floor surface

wherein said second floor panel defines an edge which forms a portion of a perimeter of said frame floor.

2. (Original) The aircraft engagement assembly of claim 1 further including at least one side panel pivotedly associated with said first floor panel for rotation about a side of said first floor panel, said side panel defining a third floor surface.

3. (Original) The aircraft engagement assembly of claim 2 further including a drive structure associated with said side panel for drivingly rotating said side panel about an axis of rotation.

4. (Amended) The aircraft engagement assembly of claim 1 further comprising structure for ~~displacing~~ moving said second floor panel ~~slidingly along~~ relative to said first floor panel.

5. (Original) The aircraft engagement assembly of claim 1 wherein said first horizontal axis is oriented perpendicular to a direction of travel of said second floor panel.

6. (Original) The aircraft engagement assembly of claim 1 wherein said second floor panel is mechanically connected to said first floor panel.

7. (Previously Amended) An aircraft engagement assembly for use in a passenger boarding bridge, said assembly comprising:

a frame adapted for connection with a passenger boarding bridge, said frame defining a floor;

a first floor panel having a first end positioned adjacent said floor, said first floor panel being pivotedly associated with said frame for rotation about a first horizontal axis;

a second floor panel, mechanically connected to said first floor panel for slidable displacement along said first floor panel, said second floor panel being positioned wherein a first edge of said second floor panel forms an edge of said floor;

first structure for temporarily retaining said first floor panel in a preselected orientation relative to said frame;

second structure for forcedly displacing said second floor panel relative to said frame, and

a belt member disposed over an upper surface of said second floor panel, said belt member being configured for sliding displacement over said upper surface responsive to a displacement of said second floor panel relative to said first floor panel, wherein said belt member forms a length adjustable second floor surface disposed proximate said first floor surface.

8. (Previously Amended) The aircraft engagement assembly of claim 7 wherein said first horizontal axis is oriented generally perpendicular to a direction of travel of said second floor panel.

9. (Original) The aircraft engagement assembly of claim 7 wherein said first floor panel includes two supplemental panels oriented parallel and spacedly from one another , said second floor panel being positioned intermediate said two supplemental panels.

10. (Original) The aircraft engagement assembly of claim 9 wherein said supplemental panels are adapted to rotate about said first horizontal axis.

11. (Previously Amended) An aircraft engagement assembly comprising:

a frame, said frame defining a floor;

a first floor panel pivotedly associated with said frame for rotation about a generally horizontal first axis, said first floor panel defining a first floor surface; and

a second floor panel pivotedly associated with said frame for rotation about a generally horizontal second axis, said second floor panel defining a second floor surface; and

a belt member disposed over an upper surface of said second floor panel, said belt member being configured for sliding displacement over said upper surface responsive to a displacement of said second floor panel relative to said first floor panel, wherein said belt member forms a length adjustable second floor surface disposed proximate said first floor surface, wherein said second floor panel defines an edge which forms a portion of a perimeter of said frame floor.

12. (Original) The aircraft engagement assembly of claim 11 further comprising structure for rotating said second floor panel about said second horizontal axis.

13. (Previously Amended) The aircraft engagement assembly of claim 11 wherein said first horizontal axis is oriented perpendicular to said second horizontal axis.

14. (Original) The aircraft engagement assembly of claim 11 wherein said second floor panel is positioned adjacent said first floor panel.

15. (Original) The aircraft engagement assembly of claim 1 further comprising structure for displacing said second floor panel slidingly within said first floor panel.

16. (Cancelled)

17. (Previously Amended) The aircraft engagement assembly of claim 1 wherein a proximal end of said belt member is secured to said first floor panel.

18. (Previously Amended) The aircraft engagement assembly of claim 1 wherein a distal end of said belt member is secured to said first floor panel.

19. (Original) The aircraft engagement assembly of claim 18 wherein said distal end of said belt member is fitted with a cable structure, said cable structure being trained about a pulley structure attached to said second floor panel, said cable structure being further secured to said first floor panel.

20. (Original) The aircraft engagement assembly of claim 1 wherein said first floor panel includes two lateral edges, said assembly further including at least one side panel pivotedly attached to said frame for rotation about a horizontal third axis, said side panel forming a third floor surface extending from said frame to one of said lateral edges of said first floor panel.

21. (Original) The aircraft assembly of claim 20 wherein said third floor surface extends from said frame to a lateral edge of said second floor panel.

22. (Original) The aircraft assembly of claim 20 further including a drive structure for drivingly rotating said side panel about said horizontal third axis.

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23. (Previously Amended) An aircraft engagement assembly comprising:

a frame, said frame defining a floor;

a first floor panel pivotedly associated with said frame for rotation about a generally horizontal first axis, said first floor panel defining a first floor surface; and

a second floor panel pivotedly associated with said frame floor rotation about a generally horizontal second axis, said second floor panel defining a second floor surface; and

a belt member disposed over an upper surface of said second floor panel, said belt member being configured for sliding displacement over said upper surface responsive to a displacement of said second floor panel relative to said first floor panel, wherein said belt member forms a length adjustable second floor surface disposed proximate said first floor surface

wherein said second floor panel is positioned intermediate an edge of said first floor panel and an edge of said frame floor.

24. (Original) The aircraft engagement assembly of claim 23 further comprising structure for rotating said first floor panel about said first horizontal axis.

25. (Original) The aircraft engagement assembly of claim 23 further comprising structure for rotating said second floor panel about said second horizontal axis.

26. (Original) The aircraft engagement assembly of claim 23 wherein said first horizontal axis is oriented parallel to said second horizontal axis.

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27. (Original) The aircraft engagement assembly of claim 26 wherein said first horizontal axis is oriented co-linear with said second horizontal axis.

28. (Original) The aircraft engagement assembly of claim 1 wherein said second floor panel is positioned adjacent said first floor panel.

29. (Original) The aircraft engagement assembly of claim 1 wherein said second floor panel is positioned intermediate an edge of said first floor panel and said frame floor.

30. (Previously Amended) An aircraft engagement assembly for use in a passenger boarding bridge, said assembly comprising:

a frame adapted for connection with a passenger boarding bridge, said frame defining a floor;

a first floor panel having a first end positioned adjacent said floor, said first floor panel being pivotedly associated with said frame for rotation about a first horizontal axis;

a second floor panel, having a first end positioned adjacent said floor, said second floor panel being pivotedly associated with said frame for rotation about a second horizontal axis, said second floor panel being positioned intermediate a first edge of said first floor panel and an edge of said floor;

first structure for temporarily retaining said first floor panel in a preselected orientation relative to said frame; and

second structure for temporarily retaining said second floor panel in a preselected orientation relative to said frame ; and

a belt member disposed over an upper surface of said second floor panel, said belt member being configured for sliding displacement over said upper surface responsive to a displacement of said second floor panel relative to said first floor panel, wherein said belt member forms a length adjustable second floor surface disposed proximate said first floor surface.

31. (Amended) The aircraft engagement assembly of claim 30 wherein said first horizontal axis is oriented generally perpendicular to a direction of passenger travel over said first floor panel.

32. (Previously Amended) The aircraft engagement assembly of claim 30 wherein said second horizontal axis is oriented generally perpendicular to a direction of passenger travel over said second floor panel.

33. (Original) The aircraft engagement assembly of claim 30 wherein said first floor panel includes a supplemental panel rotatably associated with said first floor panel, said supplemental panel extending between said first floor panel and said second floor panel when said panels are positioned in a generally horizontal orientation.

34. (Original) The aircraft engagement assembly of claim 33 wherein said supplemental panel is adapted to rotate about an axis oriented parallel to an edge of said first floor panel.

35. (Original) The aircraft engagement assembly of claim 30 wherein said first floor panel defines two opposing edges, spacedly positioned from one another, said assembly further comprising two side panels, each said side panel being hinged to a respective said edge of said first floor panel, each said side panel being postionable in a first orientation co-planar with a plane of a floor surface defined by said first floor panel, each said side panel being also positionable in a second orientation wherein said side panel extends upwardly from said first floor panel at an angel from said plane of said first floor surface to form a border guard for said floor surface.

36. (Currently amended) An aircraft engagement assembly comprising:

a frame, said frame defining a main floor and a support structure for said main floor~~, said support structure including a cab~~;

a first floor panel ~~displaceably~~ associated with said frame for pivoted movement about a generally horizontal axis, said first floor panel defining a first floor surface;

a second floor panel, secured to said first floor panel, ~~displaceably associated with said first floor panel,~~ said second floor panel being arranged for sliding movement along said frame in a direction perpendicular to said generally horizontal axis, said second floor panel defining a second floor surface.

37. (Previously added) The aircraft engagement assembly of claim 36 further comprising

a belt member disposed over an upper surface of said second floor panel, said belt member being configured for sliding displacement over said upper surface responsive to a displacement of said second floor panel relative to said first floor panel, wherein said belt member forms a length adjustable second floor surface disposed proximate said first floor surface.

38. (Previously added) The aircraft engagement assembly of claim 36 wherein said second floor panel is slidably displaceable relative to said first floor panel.

39. (Previously added) The aircraft engagement assembly of claim 36 further comprising a control console associated with said cab, said first floor panel being positioned intermediate said control console and said second floor panel.

40. (Previously added) The aircraft engagement assembly of claim 39 wherein said first and second floor panels are visible from said control console.

41. (Currently amended) An aircraft engagement assembly comprising:

a frame, said frame defining a floor;

a first floor panel displaceably associated with said frame, said first floor panel having a first end and an opposing second end, said first floor panel being mechanically associated with said frame and arranged for pivoted rotation about a generally horizontal axis, said generally horizontal axis being oriented collinearly with said first end, said first floor panel defining a first floor surface; and

a second floor panel ~~displaceably associated with said first floor panel,~~ secured to said first floor panel, said second floor panel being slidably associated with said frame for motion along a direction perpendicular to said horizontal axis, said second floor panel defining a second floor surface,

42. (Previously added) The aircraft engagement assembly of claim 41 further comprising a belt member disposed over an upper surface of said second floor panel, said belt member being configured for sliding displacement over said upper surface responsive to a displacement of said second floor panel relative to said first floor panel, wherein said belt member forms a length adjustable second floor surface disposed proximate said first floor surface.

43. (New) The aircraft engagement assembly of claim 41 wherein said first and second floor panels are disposed within an opening defined within said floor.

44. (New) The aircraft engagement assembly of claim 41 wherein said frame further defines a control area for housing controls for activating said first and second floor panels.

45. (New) The aircraft engagement assembly of claim 44 wherein said control area is positioned on a left side of said aircraft engagement assembly from the vantage point of a user exiting the aircraft engagement assembly and entering an aircraft.

46. (New) The aircraft engagement assembly of claim 45 wherein said first and second floor panels are positioned intermediate said control area and a leading edge of said aircraft engagement assembly.

47. (New) An aircraft engagement assembly comprising:

a frame, said frame including a main floor and a support structure, including a cab, said main floor being pivotally associated with said frame and said cab;

a first floor pivotally associated with said main floor for rotation about a generally horizontal first axis, said first floor defining a first floor surface; and

a second floor, slidably associated with said first floor panel, generally along a direction of travel perpendicular to said first horizontal axis, said second floor defining a second floor surface;

48. (New) An aircraft engagement assembly comprising:

a frame, said frame defining a floor;

a first floor panel pivotedly associated with said frame for rotation about a generally horizontal first axis, said first floor panel defining a first floor surface;

a second floor panel, associated with said first floor panel for movement along a direction of travel perpendicular to said horizontal axis, said second floor panel defining a second floor surface; and

a belt member disposed over an upper surface of said second floor panel, said belt member being configured for sliding displacement over said upper surface responsive to a displacement of said second floor panel relative to said first floor panel, wherein said belt member forms a length adjustable second floor surface disposed proximate said first floor surface

wherein said second floor panel defines an edge which forms a portion of a perimeter of said frame floor.